

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

AFI13-201_PACAF1

BY ORDER OF THE COMMANDER, PACIFIC AIR FORCES

AIR FORCE INSTRUCTION 13-201

PACIFIC AIR FORCES COMMAND

1

1 JUNE 1999

Space, Missile, Command and Control

AIR FORCE AIRSPACE MANAGEMENT

OPR: HQ PACAF/DOYA (Mr Ken Sayler)

Certified by: HQ PACAF/DOY (Col Nicholas F. Zunic III)

Supersedes AFI 13-201/PACAF1, 9 June 1995

Pages: 3/Distribution: F

This supplement applies to all USAF commands in the PACOM Area of Responsibility (AOR). It does not apply to Air National Guard (ANG) or US Air Force Reserve (AFRES) units and members. Units should forward recommended changes to AFI 13-201 and PACAF Sup 1 to HQ PACAF/DOYA, 25E Street, Suite I-232, Hickam AFB HI, 96853-5426 on AF Form 847, Recommendation for Change of Publications, through channels.

SUMMARY OF REVISIONS

This supplement deletes AFI 13-201 PACAF Sup 1 dated 9 Jun 95; supplements new AFI 13-201 dated 1 April 98; clarifies MTR evaluations, stresses real-time SUA control, stipulates Alaska procedures pertaining to Airspace and Range Councils (ARC), and requires Alaska units to process Test/Training Space Needs Statements (T/TSNS) through 11 AF ARC prior to forwarding to PACAF. New or revised material is indicated by an (*).

AFI 13-201, 1 April 1998, is supplemented as follows:

*1.2. Control of airspace in the Pacific AOR is exercised by the host nation civil aviation agency, i.e., Japanese Civil Aviation Bureau (JCAB), Republic of Korea Ministry of Construction and Transportation (MOCT), etc. PACAF policy is to release SUA back to the controlling agency when not in use. Joint use/real-time control of SUA is encouraged to the extent possible/practical.

*1.3.3.2. Although HQ PACAF is responsible for overall airspace management within the AOR, the 11 AF Commander is responsible for regional airspace management within Alaska.

*1.3.3.2.1.(Added)(PACAF). Ensure that the Command Airspace Manager, to the extent possible, attends conferences/workshops/meetings regarding matters that effect airspace management in the PACAF AOR.

*1.3.3.13. In addition to documenting monthly airspace utilization, unit/NAF Airspace Management shall ensure MTRs are reviewed and documented at least annually to ensure currency. Methods of review include flight evaluation, pilot reports of obstacles, notices of construction, and Chart Updating Manual (CHUM). The review will include: baseline map date, (latest edition), CHUM date, survey date, and date the route was flown.

*1.3.3.13.1.(Added)(PACAF). Flight evaluations. During route development and during each anniversary month after publication, all MTRs will be flight evaluated. The evaluation flight may be flown in conjunction with a training mission. Failure to meet the yearly suspense may preclude the use of MTRs until evaluation requirements are met.

*1.3.3.13.1.1.(Added)(PACAF). The routes should be evaluated to ensure obstruction clearance at the minimum altitude used for training and at the slowest operational speed consistent with the type of aircraft normally flying the route.

*1.3.3.13.1.2.(Added)(PACAF). Flight evaluators should receive a prebrief from, and provide a debrief to, airspace management/route schedulers.

*1.3.3.13.1.3.(Added)(PACAF). Detailed maps of each low level route will be posted in assigned unit's flight planning area. Map should include all known hazards/noise sensitive areas to be avoided during low level flight.

*1.4.3. The 11AF Commander will establish a process to coordinate, and forward via the Alaska Region AFREP (courtesy copy to PACAF/DOYA), unit responses to formal FAA alleged pilot deviations and airspace spillout investigations.

*1.4.6.(Added)(PACAF). Numbered Air Forces (NAFs), will track all known Traffic Alert and Collision Avoidance System (TCAS) activations that involve PACAF assigned aircraft.

*1.8.3. The application of MARSA is delegated to the NAFs, wing or group commanders for the separation of their own aircraft. MARSA is accomplished through mission planning, adequate crew briefings, insistence on proper pilot techniques, and crew discipline according to the appropriate rules and regulations.

*2.2.1. The Alaskan SUA resulted from the Alaska Military Operations Area (MOA) Environmental Impact Statement (EIS), and associated Record of Decision (ROD). This complex document was supported and approved by a wide variety of federal, state, local, and native organizations. The airspace is legally contingent upon 11AF's effective participation in several formally chartered, regionally based interagency council processes with federal and state land management agencies as well as the leadership of the Alaska civil aviation community. The airspace is a national resource used by many foreign military, active duty, and Air National Guard units. Because of this multi-agency involvement, management or decision-making must consider the effects to the entire Alaska region. To ensure that any proposed airspace actions fully consider the collective and individual needs of all Alaskan SUA users, and to effectively engage the FAA and council processes above, the 11AF Commander will establish an executive function to organize and direct all internal and external airspace coordination processes. Within this function, the 11AF Commander will establish the Alaska Region ARC that will serve as a "unit ARC". Wing/unit ARCs are not required.

*2.6.1. Alaskan unit T/TSNSs will be forwarded to the Alaska ARC for review, comment, and/or concurrence before being forwarded to PACAF.

*4.3.1. Alaskan units will submit the report to 11AF Airspace Operations (611OSF/OSPA) NLT 1 November. 611 OSF/OSPA will forward a consolidated Alaskan unit-report to the Alaska Region AFREP and PACAF/DOYA NLT 15 November.

*4.4.1. Alaskan units will submit the report to 11AF Airspace Operations (611OSF/OSPA) NLT 1 December. 611OSF/OSPA will forward a consolidated Alaskan unit-report to the Alaska Region AFREP and PACAF/DOYA NLT 15 December.

STEVEN R. POLK, Maj Gen, USAF
Director of Air and Space Operations